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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY



August 29, 2013 Vol. 17, No. 10

Inside...



Trans Am Glory Days



Weekly Racing Action



Richert Memorial Preview



photo

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Practice: 3-4pm

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Racing Starts 7pm

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Publisher's Note

Racing According to Plan



Dan Plan

Goodbye to an old friend

As many readers of this publication already know, Raceway Park in Shakopee, MN will turn off the lights one final time on Sunday September 1, 2013. On that last night, it will be much like saying goodbye to an old friend. While my personal experiences at Raceway may not go back as far as some of the regular attendees, Sunday nights have become a tradition for my family for the last 10 years or so. I've always tried to keep up on the happenings at Raceway most of my life, as it was one of the tracks closest to home, we just weren't regular spectators for many years for one reason or another.



We'll miss seeing these smiling faces each and every Sunday night at Raceway Park

When Rob Hahn started this publication, Raceway Park was one of only 3 tracks featured on a regular basis. Once my son was old enough for me to handle an evening alone without mom (meaning I didn't have to worry about changing diapers at the race track), our Sunday nights in the summer were spent at Raceway Park. I've only missed a couple of Sunday night shows in the last dozen years or so. Heck, the old man even spent many Sunday nights at the track with us for a number of years. I always thought it was kind of cool to have the three of us sitting together on Sunday nights.

While it's sad to see another race track close the doors, the hardest part will be not seeing all of the people we typically only see on Sunday nights at Raceway. There are many familiar faces, whether it was the track officials hanging out in the pits or in the tower, the pit shack, ticket booths, concession stands, the fans in the stands or all of the drivers/crew members, we'll surely miss everyone next year.

I haven't had a chance to get to know as many of the drivers as much as some of the other tracks when bringing the young one to the track years ago, but now we'll usually

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Dean & Jason Talkin' Racin'

Jason Searcy

The Trans Am road racing series had its "glory days" during a twenty year history of racing at Brainerd International Raceway from 1969-1989.

The Donnybrooke 3 mile road course at BIR hosted some big purses and big name winners, like Parnelli Jones driving a Mustang for Bud Moore winning \$3,300 in the inaugural event in 1969 and Mark Donahue in a AMC Javelin scoring \$6,500 for his win in 1971.

Peter Gregg won \$2,560 in a Porsche in 1977 and actor turned road racer Paul Newman won \$7,500 racing a Datsun 280ZX Turbo in a 41 car field in 1982. Irv Hoerr in his Oldsmobile Cutlass edged Dorsey Schroeder in 1989 and won \$12,000.

Stock Cars and the NHRA stole the limelight at BIR for the next twenty years until the Trans Am series made its return three years ago. They now race on the newly paved 2.5



Jerry Winker photo

mile 13 turn competition road course. Only 7 cars raced in that 2010 event with Minnesota born driver Tony Ave driving a Corvette and taking home the top prize of \$3,000. Less money than the winner forty years ago.

The series is building back to what it was with the help of Minnesota businessman, and old school racer Jim Derhaag. We remember him from his days racing the short tracks of the Midwest, but he also was an accomplished road racer with 151 Trans Am and one NASCAR Winston Cup start on his resume.

Jim's leadership has helped grow the 7 car field in 2010 to 17 cars in 2012. The addition of the TA2 and TA3 American Muscle cars all racing together with the Trans Am vehicles has made the paddock a much busier place on race day.

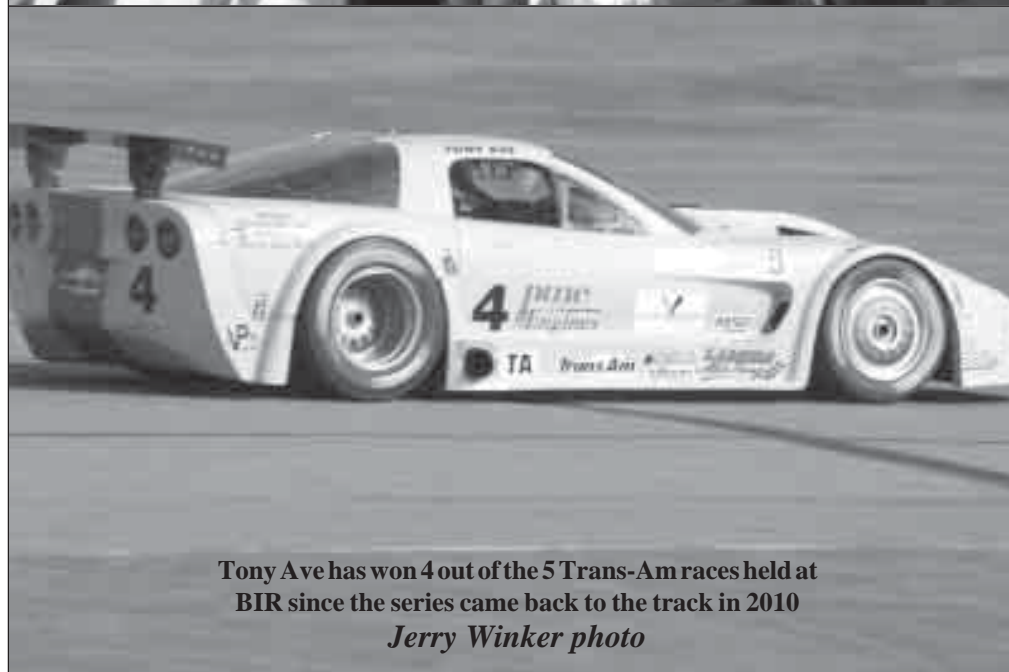
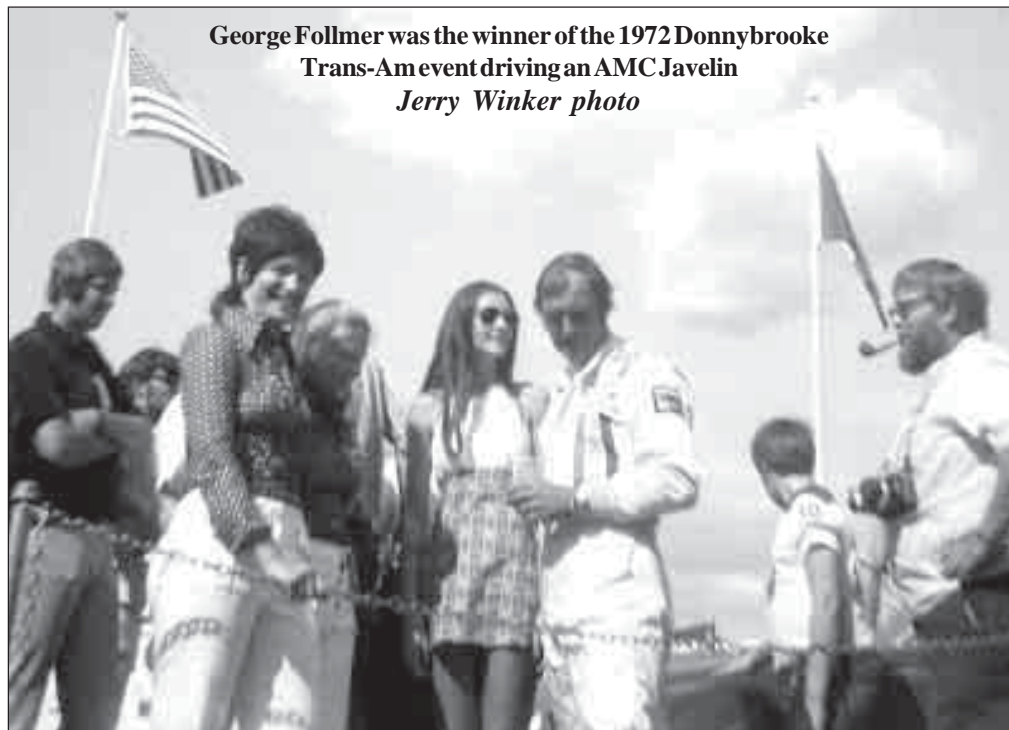
This year the Trans Am series was paired with the NASCAR Nationwide series at Mid Ohio and Road America racing in front of huge crowds and turning some heads with these 850 horsepower machines.

Amy Ruman won for the third time in her Trans Am career at BIR last year, breaking the streak of four in a row by Tony Ave, she is currently fourth in the point standings. Defending point champion Simon Gregg, son of Peter Gregg, is now third place in points behind veteran drivers Cliff Ebben from Appleton WI and Doug Peterson from Bonita Springs FL.

This event doesn't get the attention it did back in the "glory days," but it sure seems to be heading in the right direction.

TransAmGloryDays

George Follmer was the winner of the 1972 Donnybrooke Trans-Am event driving an AMC Javelin
Jerry Winker photo



Tony Ave has won 4 out of the 5 Trans-Am races held at BIR since the series came back to the track in 2010
Jerry Winker photo



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Going in Circles



Charlie Spry

This season the Columbus 151 Speedway has seen a variety of winners, both in the heats and features, including many who had never won before. The Dick Moore memorial night saw a continuation of that trend, with some new winners taking the checkers.

Andy Tomlinson won the late model feature, his first feature win since 7-10-09. Earlier this year John Wasserburger drove that same car to a feature win as well, so the car is familiar there.

"Downtown" Darren Brown also won his first feature ever in the Bandit division behind the wheel of Charlie Spry's Acura. This was the first feature victory for either driver or car owner, both of which have been racing for around ten years. "I was watching in the mirror the whole time," said Darren. "I was hoping that there wouldn't be a caution, and I just tried to make qualifying style laps. I was concentrating so much that I didn't even realize we were that far along in the feature until I saw the white flag."

Young Tara Belz also recorded her first win in the Bandit division, recording a heat race win. She has made great strides this year in her racing, stays in a groove, makes good laps, and gets the job done.

Ron Bishofberger all but cemented his fifth track championship here in the late model division, as he has dominated the action this year. A three-time feature winner this year, he has also jumped ahead in the all-time feature win list here for late models. His consistent top finished throughout the year have gotten it done.

Also present tonight was Steve Parsons, who is touring Wisconsin and Upper Michigan in a trophy tour in honor of his Daughter, Kim, who passed away about five years ago, and was an organ donor. Steve is promoting organ and tissue donation through this tour of tracks, giving away absolutely beautiful trophies.

The following week, Pete Moore tied for the all-time feature win list in late models, as he gained his thirtieth feature win here. He and Ron Bishofberger have been going back and forth on this the past couple of years, and now it is tied once again.

Another first time winner came about in the Bandit heats, as Bill Boettcher won his first ever Bandit heat race. Jamie Kohn pretty much cemented his name as the Bandit track champion in 2013, as runner up Nick Schmidt had mechanical problems, dropping from the event, while Kohn finished second to Brian Beale.

Billy Robinson returned to the speedway driving the car usually driven by his Brother, Robbie, in the Roadrunners at Rockford. It was quite a battle, as his Cousin, Bobby Frisch had led quite a bit of the race until Billy got under him for the lead and ultimate win. Truly a family affair.

Took in the Saturday night show at the Rockford Speedway. Joining the late model field tonight were Father/Son Gary and Jody Krueger. Gary is a veteran of many years, and in the past raced on the old ARTGO super late model circuit. Jody has been wheeling limited late models now for a few years after having gotten his start in the Bandit division. Neither had a very good night, as both ended up in the turn one wall. "Someone in front didn't come up to speed," said Jody. "The next thing I know, I am backwards into the wall, and Dad is up at the wall facing me." Here's hoping things improve for Krueger Racing, as they are one of the low budget racing teams that try to find a way to scrape together funds to race two cars.

Alex Papini recorded a second place feature finish, which should be enough to secure the 2013 track championship. He has truly had an outstanding season without a doubt. Jon Reynolds Jr. took the win, and as par for the course, as he always seems to come on strong in the latter stages of a



Jimmy Ambruoso photo

season. This was his fourth feature win of the year and second in a row.

Johnny Robinson took the sportsman feature, as he had a huge lead late in the race, only to have to survive the late race charge of Doug Bennett at the end. Bennett's comeback was quite remarkable, as he was involved in a major crash early in the event, which sidelined Justin Sellers and Daryl Gerke, with others also sustaining damage. Gerke returned for one lap, while Bennett's car looked a little rough, but got the job done quite well.

Gene Marocco came out of nowhere in the late stages of the Roadrunner feature, passing Jeff Allendorf late in the race to get the win. Gene has a spot on the hood of his car to use as a note of sponsors to thank in post race interviews, saying that he forgets to mention all of them otherwise, claiming his age as a factor in this, as he is seventy-three years young. Hey, it works! The race was marred by a hard crash into the "point" at the pit entrance involving Austin Fowler and Adam Cartwright, with Cartwright being transported for precautionary measures. Cartwright had earlier won the challenge race for the Roadrunner cars.

Kyle Lapier took the win in the American Short Tracker feature, holding off Nick Cina Jr. in a hard fought battle. Leo Bujak is one driver in this division who has steadily

*Going In Circles
continued on page 8*



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Auto Racing Facts, Observances and Opinions



Dale P. Danielski

We may have touched upon this subject in the past but it's still a wonder to me that race teams have to pay their way into events to race.

Paying your way in to race happens at all levels of competition including NASCAR. The fees in NASCAR are quite steep but certainly at the Cup level you get that back plus a bunch! I guess this would be considered a professional level of racing so the pay benefit for drivers is better, but what about with all the Touring series on short tracks across the land? There are many drivers that make a living at this level in these events and would be considered professionals, yet they still must pay for entry into the races as well as for pit passes at the show. Did Michael Jordan pay a fee to play basketball games in the NBA? Is Aaron Rogers paying to step onto Lambeau Field to play a game for the Packers? Do any of Major League baseballs'

players pay to get in before they can take the field to play a game? I don't think so. Yet racers at all levels have to pay to play so to speak. All major sporting events cover costs through attendance. Racetracks strive to do this but often count more on the back gate for their pay-offs to participants. Racers don't have the luxury of showing up to race and knowing they are going to make a certain amount of money to participate. They must balance what it will cost them to compete with what they can make racing that day in the event based on the advertised pay-off. In actuality, they are largely paying themselves to race! I never quite understood all this but it has been the way since anyone can remember. Speaking of that has anyone ever seen or even heard of an event that paid out purse money counting strictly on fan attendance without charging the participants to compete? I'd like to know if that has ever occurred.

I do know that way back in the 1950s when racing was really starting to get going at the local level here in Wisconsin that drivers paid nothing to race. They showed up to compete and were paid to do so. The pay wasn't always that good if you didn't win but there always seemed to be at least something if you raced. I know of a track in Sparta, WI., sometime in the 50's that tried to charge drivers to compete and they promptly boycotted the event and parked on the road outside the track. Promoters decided to waive the fees and racing was held. This however apparently didn't last very long as soon it was common practice to charge racers pit fees to race. This is the practice to this day and sadly too many facilities count almost solely on the back gate to pay their purse rather than advertising and promoting events to cover those costs. That seems more like club racing than anything where drivers are usually just racing for the fun of it as a hobby. And again, maybe that's how this is defined. You're doing it as a profession or just for fun or as a sidelight. At the professional level you can make money at it while at the other levels maybe you can but it isn't recognized as such.

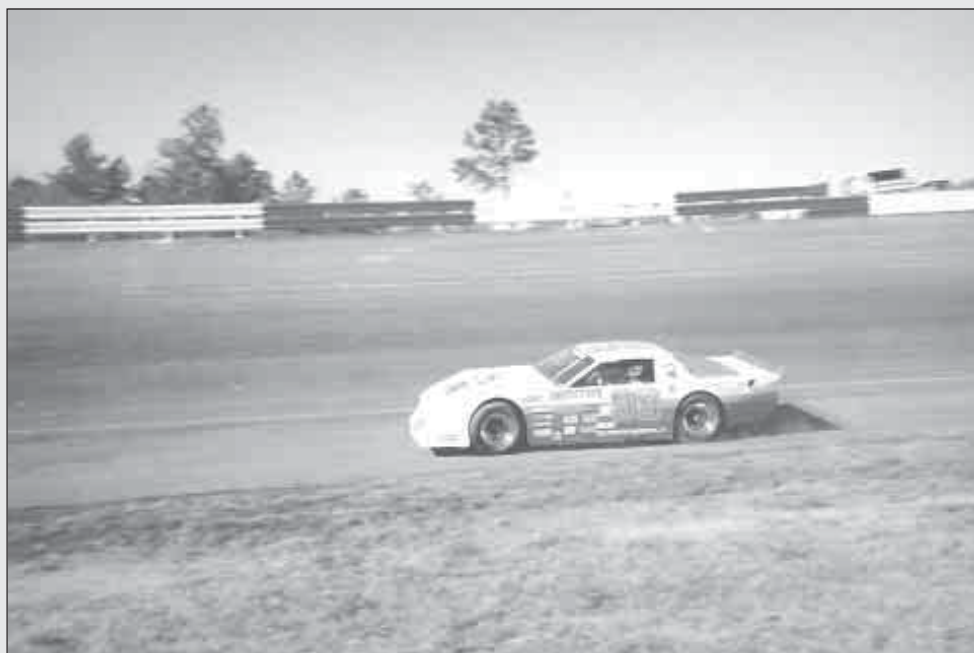
I don't know for sure but it has always bothered me that the participants are putting on your show at your track yet they have to pay to get in. Just doesn't seem like it should

be that way as it certainly isn't in most other sports,

Here and there...A couple events you will want to write down on your calendar as must see are the 1st ever CWRA Reunion on Saturday September 21st and the Champions Reunion on Sunday of Oktoberfest Racing weekend, October 6th. The CWRA gathering will take place at the Grand Rapids, WI., Lions Club, 2411 36th St., which is just outside of Wisconsin Rapids, WI., from 11:00am to 3:30pm. Anyone that was a part of CWRA in any capacity through the years is welcome to attend. The event will include an autograph session with celebrities, showing of slides and racing footage throughout the day along with discussion and tributes to drivers and others that were involved under the CWRA banner. Admission for the event is \$2.00 with age 12 and under free with an adult. Food and beverage will also be available. The Champions Reunion will take place at La Crosse Fairgrounds Speedway, West Salem, WI., in the Hospitality Chalet in turn two of the speedway beginning at 11am. Many drivers will be on hand with the event theme being the honoring of Dick Trickle who passed away in May. The 1970 Ford Mustang that Trickle raced to 47 Feature wins in 1973 will be on display during the reunion and fans will have the opportunity to get up close to the famous race car. Admission is free for those holding a Sunday Oktoberfest ticket... Todd Korish now competing with John Scott power under the hood raced to his 2nd Feature win of the year in the NASCAR Late Model Division at La Crosse Fairgrounds Speedway August 17th. Korish held off a tight pack of 4 cars for nearly the entire 25 lap main event distance to win over Mike Carlson, Steve Carlson, Mike Koenecke, and Cole Howland... It was J. Herbst racing to his 3rd NASCAR Feature event win of the year at Lax August 24th, holding off Steve Carlson and Shawn Pfaff in the process. The Mid-Am cars were on tonight's racing card as well with wily veteran Bill Prietzel taking that Series 40 lap Feature win. Fireworks on the night were provided by Rick Tackman and Ryan Gutnecht as they argued over track space in the main. The two got together with Tackman receiving the black consultation

***Racing Facts, Observances and Opinions
continued on page 8***

Dale's Pictures From the Past



Dick Trickle on his way to the win in the World Crown 300 race held at Georgia International Speedway, Jefferson, Ga., November 27th, 1983. The win paid a whopping \$50,000! Oktoberfest racing 1984 with Tom Carlson leading Dick Trickle and Tom Reffner...

Going In Circles from page 6

improved all year. The former Lake Geneva Raceway driver is getting more adept at the Rockford Speedway.

Another driver who has shown great improvement is sportsman driver Deanna Chandler. She won a heat race again tonight, her second of the season. She races hard and clean, and has improved to the point where she does not seem intimidated anymore when other cars are door to door with her.



Jimmy Ambruoso photo

Racing Facts, Observances and Opinions from page 7

flag for the unnecessary contact. Both drivers restarted the event but before things could get rolling Tackman intentionally turned into Gutnecht on the backstretch putting him into the wall. It ended Gutnecht's night and put Tackman on the trailer for the evening and more than likely longer... Always fun to watch the traveling modified drivers go up against the local contingency in an event that pays good money. That was the case at Mississippi Thunder Speedway, Fountain City, WI., August 16th as traveling star Jason Hughes used a late race pass to win the 40 lap Feature and the \$3,000 winners share. Hughes took the checkered flag in front of Rodney Sanders, Stormy Scott, Craig Thatcher, and Lucas Shott... August 23rd at Mississippi Thunder it was Eric Pember taking the Modified Feature event. Eric is from my native neck of the woods, Central Wisconsin, specifically Pittsville, and I've known him for quite some time. Good to see him still competing and pick up a main event win here Friday night... When you wreck your car and you're quite upset and probably say a few things you wouldn't normally, it's nice that come end of the race program you are informed you've won the 50/50 drawing. Even nicer when it's over \$800 which will definitely put the smile back on your face! That happened to a driver here recently who will remain unnamed so as to keep the tax man away and certainly the money will go a long way in making repairs to the race car... And with this being the last print issue of MRC for the year don't forget the special events coming up to end the racing season. The ARCA Midwest Tour will next be at Marshfield Motor Speedway, Marshfield, WI., August 31st where they always put on a great show. And the biggie, Oktoberfest is set to go October 3-6 at La Crosse Fairgrounds Speedway. There are many other season ending events on tap so

be sure to support your local tracks as we close out 2013...

In our looking back at racing from years gone by we see it was Dick Trickle winning the Feature event August 19th, 1965 at the Dells Motor Speedway, Wis. Dells, WI. besting a 13 car field. Following Trickle at the checkered flag was Marv Marzofka, Ken Pancratz, Rich Somers, Dave Marcis, Marlin Walbeck, Everett Fox, John McFaul, John McNamara and Lyle Nabbefeldt the top 10. The semi-Feature went to Bob Millis over Homer Spink and Kato Theissen with the consolation race winner John Brevik. Heat race winners were Buck Linhart, Dale Walworth, Bob Millis and John McNamara. Fast time on the evening went to Marv Marzofka at 13:80 seconds which bested a 51 car field on hand for the event.

News, notes and comments welcome to Dale P. Danielski at Starmaker Multimedia 967 10th Ave N Ste A, Onalaska, WI 54650, at 608-783-5827 or at dale@starmakermultimedia.com, www.starmakermultimedia.com

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Dirty Talkin'



Kris McMartin

A Special Race Made More Special

As the summer begins to wind down, my family and I always look forward to our favorite race of the season. The Jerry Richert Sr. Memorial at Cedar Lake Speedway is the one race on our racing schedule that is a must attend. For the last few years, I have had the opportunity to have all of my kids and grandkids attend this awesome event. We go to the race, camp after the races and enjoy ourselves until dawn.

This year will be even more special for me as my best friend, Vince Peterson of Track Rat Photos, and I have decided to make this day our wedding day. We will be getting married in Victory Lane early in the afternoon with a fun and casual ceremony. We are both excited that our families will be able to watch as we begin a new chapter in our lives, have a BBQ lunch, then take in a fantastic night of racing before moving on to the campground to celebrate our new life together. How great is it that we will always get to celebrate our anniversary at our favorite race of the year? Pretty awesome for this race fan, her family and friends.

This year the 13th annual Jerry Richert Memorial race is scheduled for Saturday September 7 and will once again feature the IRA Outlaw 410 Sprints, the UMSS 360 Sprints and the NCVR Vintage Cars. Past winners of this race include Kim Mock, Don Doud Jr., Terry McCarl, Justin Henderson, Mike Reinke, Brooke Tatnell, Bill Balog and Mike Kertcher.

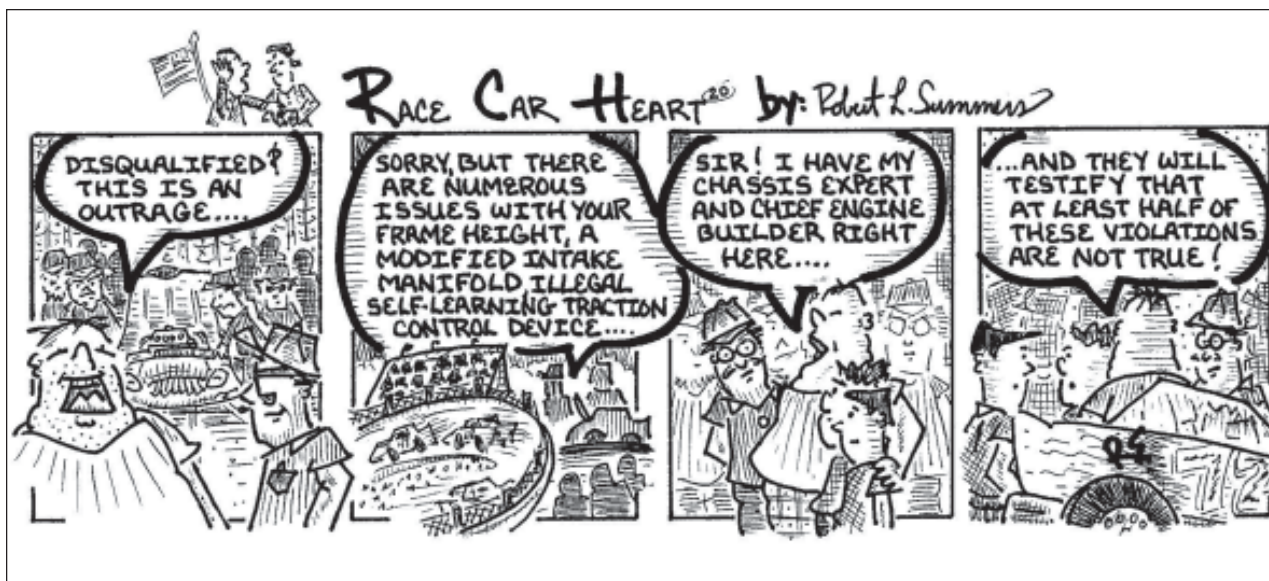
Jerry Richert Sr. was one of the all time greats in sprint car racing and was inducted into the Knoxville Raceway Hall of Fame (1986) The National Sprint Car Hall of Fame (1991) and the Little 500 Hall of Fame (2007). Jerry's family works very hard to honor his memory and to make this a fun and family friendly event. After the races, all the fans are invited to the pit area to enjoy hot dogs all the fixings and cake. Come on out to Cedar Lake Speedway to watch some of the best sprint car racing you will see all year.



2013 IMCA Old Timers Schedule

SEPTEMBER	14	Marshfield Super Speedway
OCTOBER	6	Oktoberfest Weekend LaCrosse Speedway

Check out www.IMCAOldtimers.com for full schedule

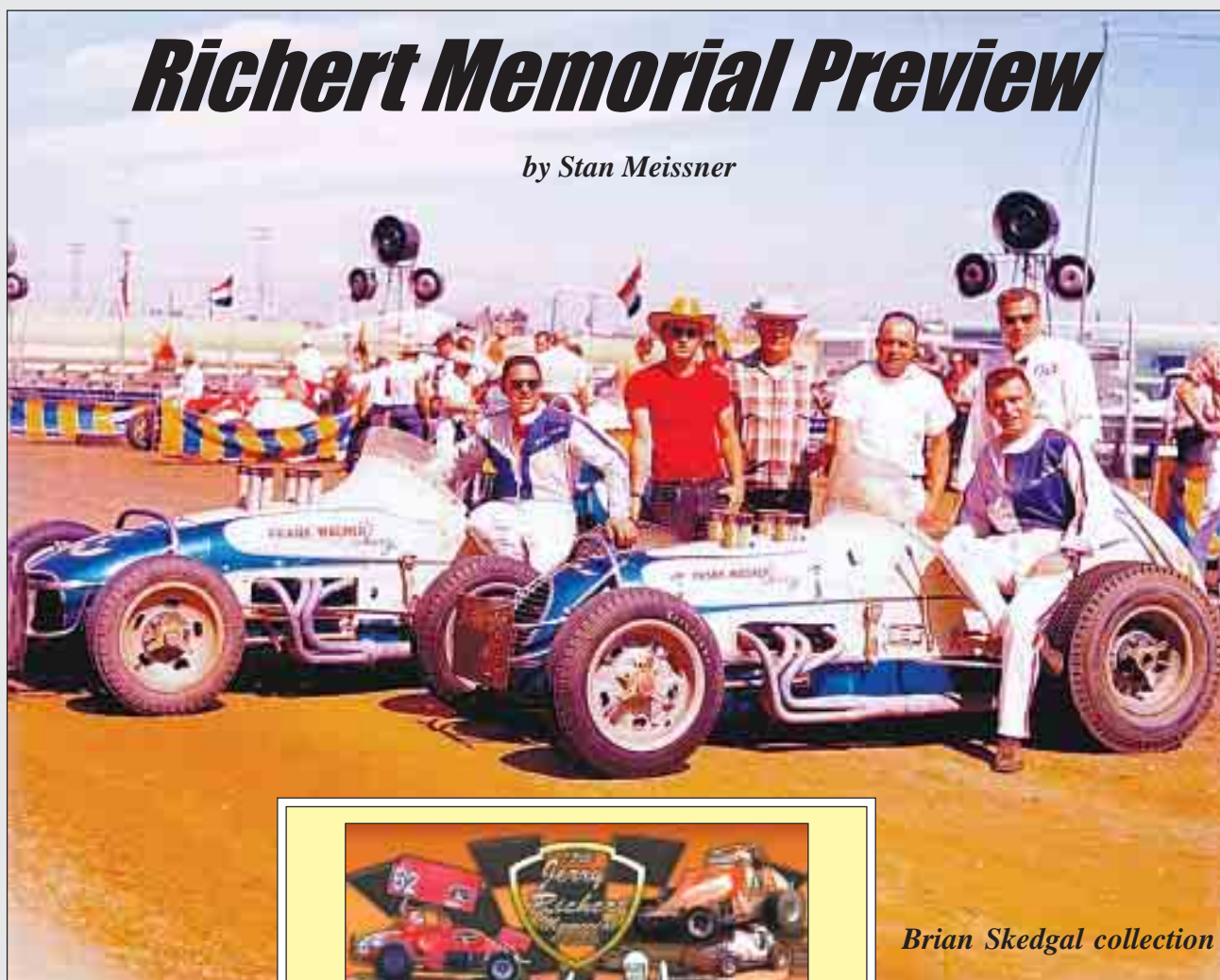


It's difficult to describe what life was like in middle America in the late 50's and early 60's to anyone who wasn't there. The simplicity of the times elevated State and County Fairs to the status of huge entertainment extravaganzas. One of the mainstays of the Fairs in those days was auto racing, mostly of the open wheel variety. Winning at the Fairs elevated drivers to legendary status and for many it paved the way to a career in Indy Cars. Colorful "Big Cars" with gleaming chrome bumpers towed into Fairgrounds tracks all over the country from far away places like Texas, California, Florida and all points in between.

Racing at the Fairs was much different than a typical race night at today's dirt tracks.

Races were mostly one class programs and not the multi class marathons that we sometimes see today. There were no lights for night racing so races had to be run within a specified time frame in the afternoon. It wasn't unusual to see a stunt show or marching band entertaining the fans between races. Afternoon racing on the Fairgrounds tracks drew capacity crowds of hard core fans, casual fans and curious Fairgoers.

The IMCA circuit of that era resembled today's IMCA in name only. USAC dirt track racing was akin to the "establishment" and was a necessary step to Indianapolis. The IMCA was the "outlaw" circuit of the day sanctioning Fairgrounds tracks from Canada to Texas and Oklahoma. Many big name drivers such as Johnny Rutherford used the IMCA as a stepping stone to USAC and the Indy 500. It was in this Norman Rockwell type setting that Jerry Richert Sr. of Forest Lake, Minnesota, made his



Richert Memorial Preview

by Stan Meissner



Brian Skedgal collection

Richert Memorial Past Winners

- 2001 - Kim Mock
- 2002 - Don Droud, Jr.
- 2003 - Terry McCarl
- 2004 - Terry McCarl
- 2005 - Justin Henderson
- 2006 - Mike Reinke
- 2007 - Mike Reinke
- 2008 - Brooke Tatnell
- 2009 - Brooke Tatnell
- 2010 - Scott Winters
- 2011 - Billy Balog
- 2012 - Mike Kertscher

claim to fame.

Jerry Richert Sr. was one of the best in the history of IMCA having won titles in 1964, 1965, 1966 and 1968. He was the runner-up with IMCA in 1967 and 1970. Richert won the Knoxville Nationals in 1962. He was enshrined in the Knoxville Raceway Hall of Fame in 1986 and the National Sprint Car Hall of Fame in 1991. Jerry Richert Sr. made eight starts in the Little 500 with his best finishes three seconds and a third. He was inducted into the Little 500 Hall of Fame in 2007.

The Jerry Richert Sr. Memorial IRA/Knoxville 410 Challenge will take place at Cedar Lake Speedway. This

event will again feature the Outlaw Sprint Cars of the Interstate Racing Association, the 360 Sprints of the Upper Midwest Sprint Car Series and the Vintage Cars from the Northern Vintage Stock Car Association. The Richert family has once again done an outstanding job lining up sponsorship making this a premier event on both the IRA and UMSS schedules. In addition to some great racing the Jerry Richert Sr. Memorial includes a display of mementos from Jerry Richert Sr.'s career, a tribute to his memory and a post race cookout.

Past winners include Kim Mock 2001, Don Droud Jr. 2002, Terry McCarl 2003 & 2004, Justin Henderson 2005, Mike Reinke 2006 & 2007, Brooke Tatnell 2008 & 2009, Scott Winters 2010, Bill Balog 2011 and Mike Kertscher was the most recent winner in 2012. Sprint Car fans won't want to miss the twelfth annual Jerry Richert Sr. Memorial race as this event has secured its place among the biggest open wheel events in the upper Midwest.



Stan Meissner photo



Stan Meissner photo

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THE MIDWEST RACING CONNECTION

Photo Gallery



Driver X, Jon Reynolds, picked up two in a row at Rockford Speedway
Jimmy Ambruoso photo



Elko Thunder Car winner Conrad Jorgenson
Martin DeFries photo



Cedar Lake Speedway Pro Stock winner Cory Davis
Vince Peterson photo



Raceway Park Mini Stock winner Jay Heitz
Martin DeFries photo



Raceway Park Figure 8 winner Mark Bronstad
Martin DeFries photo



Jake Arneson takes the checkered flag at LaCrosse Speedway
Bruce Nuttleman photo

THE MIDWEST RACING CONNECTION

Photo Gallery



LaCrosse Speedway Late Model winner Todd Korish
Bruce Nuttleman photo



Midwest Modified winner at Cedar Lake - Jason VandeKamp
Vince Peterson photo



Kouba Memorial winner Brooke Tatnell
Vince Peterson photo



Tom Doten picked up a Power Stock win at Elko
Martin DeFries photo



Raceway Park Hobby Stock winner Jacob Goede
Martin DeFries photo



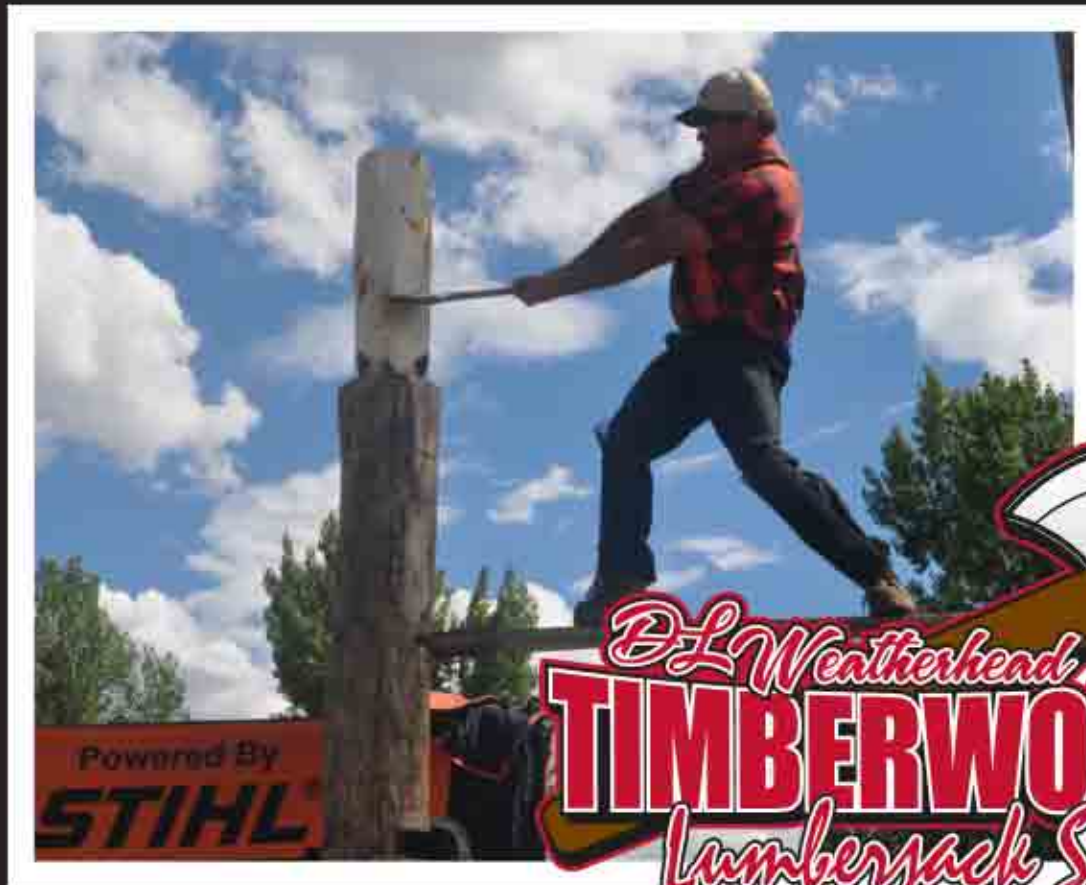
Dennis Smith claims yet another RoadRunner win at Rockford
Jimmy Ambruoso photo



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Local racing fans are used to seeing Shawn Kelley in Street Stocks and Modifieds. Shawn added another type of race car to his resume when he drove a UMSS Traditional (non-wing) Sprint Car at the Saint Croix Valley Raceway on Saturday August 17. Shawn was testing a new motor concept so he wasn't scored but he kept pace with the rest of the field and kept the wheels on the ground.

(Stan Meissner photo)

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Starting in the early 1970's, and continuing on until present day, the Figure 8 drivers have been one of the main attractions at Shakopee's Raceway Park. Shown above, the field lines up for action on Pack the Stands night early in August of 2013, showing that fans have enjoyed over 40 years of action in the "crossroads of doom."

(Martin DeFries photo)

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HERBST CLAIMS NASCAR LATE MODEL WIN

By Dave Noelke

On a hot August night, fans were treated to great action in five divisions of racing. When the NASCAR Late Model Feature had concluded, it was J. Herbst taking the checkers and his third win of the 2013 season.

The State Bank Financial 25 began with Matthew Henderson and Branden Berg on the front row. Henderson took the early lead and held it until lap four when Herbst dove underneath heading into turn one to take the top spot. Things got exciting on the fifth lap when point leader Steve Carlson dove inside of Henderson's car for second, and had a nose inside of Herbst heading down the backstretch in trying to go from third to take the lead all on the same lap. Herbst had the muscle down the backstretch and was able to hold off Carlson for the top spot.

Meanwhile, Shawn Pfaff was making his way into the top five and then buckled down into the third spot by the halfway lap. Carlson appeared to have the faster car in the battle with Herbst, but was unable to get around the white number 82 after several attempts to get the nose of car underneath were unsuccessful. A last lap pass attempt failed as Herbst was strong enough to hold off Carlson and Pfaff to the checkered flag. Henderson and Todd Korish rounded out the top five.

The Exhaust Plus Sportsmen State Bank 15 went caution free, but there was plenty of excitement that kept the fans on the edge of their seats. Bill Martin and Brian Hesselberg started up front with Martin taking the lead and continued to lead 14 and three fourths laps of the feature. With three laps to go, Jerrod Loging nosed his car into second underneath Steve Bachman, and Jake Arneson followed Loging under Bachman. Bachman battled back though, around the outside and made his way to the outside of leader Martin going into the final corners on the final lap. A side by side finish it was, which brought the fans to their

feet. Bachman was just inches ahead of Martin at the line. Greg Scheck, Jerrod Loging and Jake Arneson finished third, fourth and fifth.

A special treat for the fans was a rare visit by the Mid-American Stock Car Series, in the Lawnkeepers 30. Plenty of action was seen during this race, as the first yellow was brought out on lap five, involving Marv Flick on the backstretch. Tim Fulfor took the lead early on and held it through lap five, when the second caution occurred. By Lap ten, cagey veteran Bill Prietzel had made his way up to the second position and the next lap he took the lead from Eric Bucholz.

The race's third yellow flew when a wreck took place in turn three, involving Jack Stern and Ben Glascock. Early leader Bucholz pitted after the restart, and it appeared to be Prietzel's race until another yellow flew due to Rick Tackman and Ryan Gutknecht tangling on the backstretch. It was Prietzel who was able to hang on after the restart and win over Jeremy Spoonmore and local favorite Dan Gilster. Fulfor and Dustin Krebs completed the top five.

United Auto Supply Thunderstox cars hit the track for the State Bank Financial 15 and by lap three, a melee took place

on the backstretch, with cars scrambling everywhere. When the dust had settled, it was Jordan Myers in the lead, followed by Adam and Andy Moore, Josh Inglett and Jesse Vian. By the halfway lap, Adam took the lead from Myers and held on for the win. Myers, Andy Moore, Vian and JR Tourtellott completed the top five.



Bruce Nuttleman photo

In a rare caution-free feature for the Volden Construction Outlawz, Wayne Smith wasted no time in getting to the lead on lap three, and led the remainder of the race. The battle for second was another good one between Jerrod Loging and Cole Scholze. The two bumped on the last lap and Loging held on for second, followed by Scholze, Ron Lockington and Tom Luethe.



Bruce Nuttleman photo



Bruce Nuttleman photo

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Larson and Jensen Top Cedar Lake Mains



Brent Larson(Late Model), Brandon Jensen (Modified), Corey Davis (Pro Stock), Jason Vandekamp (Midwest Modified) and Chris Dyke(Hornet) won the NASCAR main events at Cedar Lake Speedway during the annual Elmer Cook Memorial event. Full race report unavailable at time of publication.

(Vince Peterson photos)

Fankhauser Celebrates Valley Return

By Terry Lehnertz and Nicole Lehnertz

The championship chases ended in all five weekly classes on Friday at St. Croix Valley Raceway. In the Pure Stock division, Ben Kaphing garnered top honors for the season while Dylan Roberts sat atop the Future Four field. “Flyin” Ryan Olson picked up his second track title in three years with his 2013 title coming under the WISSOTA banner in the Midwest Modifieds. In Upper Midwest Sprintcar Series (UMSS) competition, Ty Sampair celebrated his fourteenth birthday by securing the Micro Sprint track championship and Rob Caho Jr. snared the Traditional Sprint crown.

In feature racing competition on Fan Appreciation night, the Pure Stocks led off the action as per normal with Kyle Dahlheimer and Krysta Swearingen setting the pace. At the drop of the green, Swearingen jumped out to the point with fourth starting Jason Havel in tow. The biggest early mover in the field was first-time visitor Hunter VanGilder, who started eighth and cracked the top three on the third circuit. On lap four, Havel powered past Swearingen to take over the point with VanGilder still lurking in third in front of Ben Kaphing. At the race’s midpoint, VanGilder squeezed under Swearingen in turn three to take over the runner-up spot and set his sights on Havel. Havel, however, despite a few challenges held his lead to the checkers, claiming his seventh trophy of the summer over VanGilder, Swearingen, Kaphing and Dahlheimer.

Brock Anderson and last week’s winner Derek Reding sat on the front row for the Future Four main event with Reding grabbing the top spot early. Behind Reding, Anderson was holding off Nicki DuBois, Dylan Roberts and Damon Roberts. The running order remained the same until the #20 hotrod of Dylan Roberts lost a right front wheel on lap nine, bringing out a caution. After the restart it was still all Reding while DuBois continued to dog Anderson for second. At the double checkers it was Reding nabbing his second consecutive feature over Anderson, DuBois and Chris Arnett.

Greg Gunderson was a little too eager at the start of the UMSS Micro Sprint feature, the outside front row starter jumped the start and was docked two rows, restarting on the outside of row three, moving track champion Ty Sampair up alongside of Bryan Patrick to start the race. Gunderson’s penalty was of little consequence – after a brief three-wide display with Patrick and Sampair, Gunderson was alone and back out front inside of one lap. While “Silent Thunder” was checking out, St. Paul Fire Station #18 was busy cheering Tony Duran and his myriad attempts to take over the second spot from Sampair. The Sampair/Duran battle rested only briefly for a caution on lap four, but otherwise went unabated for the full fifteen lap distance. With the checkers waving, Gunderson cruised to his second win of the season and Sampair just edged Duran for second while Patrick and Allison Berger rounded out the top five.

The return of the WISSOTA Street Stocks saw heat race wins going to Kurt Becken and Sam Fankhauser, with Kolby Kiehl and Chris Peterson setting the pace for the twenty lap feature. In the first few turns, and series of bumps and bounces saw the field shuffling out and Peterson was unable to continue after the caution appeared on lap two. The front was no place to be, as just one lap later, race leader Cody Kummer coasted to stop on the backstretch, his night ending after just two full green flag laps. Kummer’s misfortune resulted in Fankhauser taking over the top spot. Once in front, the 2013 Rice Lake Little Dream champion stretched his advantage over Kiehl and Becken over the remaining laps. With all twenty laps completed, it was Fankhauser parking his #11 in Victory Lane and adding to his impressive 2013 sticker collection. Kiehl crossed the stripe in second with Becken, Marcus Simonson and Josh Amans completing the top five.

UMSS Traditional Sprint cars roared to green with pole-sitter Mike Mueller setting the early pace. Cam Schafer, who needed a win and lots of help to steal the championship from Rob Caho Jr. was doing everything he

could by blasting to the point by lap three. Johnny Parsons was chasing Schafer while Mueller, Caho, Katrina Sautbine, Kevin Bradwell and Jake Kouba were running multiple grooves in pursuit. Schafer was running strong up front while the rest of the field searched for speed – highlighted by the mid-pack three car battle between Brian VanMeveren, Sautbine and Kouba. A late caution erased a large lead that Schafer had built up, but back under green the reigning Open Wheel Nationals champion stayed fast and smooth, winning his second feature in a row over Parsons, Bradwell, Caho and VanMeveren.

Capping off the night, the WISSOTA Midwest Modifieds thanked the fans with a four-wide pre-race salute prior to setting off on their twenty lap finale. First heat race winner Tony Schill got the jump on the field from his outside row one starting spot, but fourth-starting Justin Oestreich powered by on the low side of turn four to lead the first lap. Behind the leaders, second heat race winner Ryan Bowers, along with Mitch Weiss, Josh Bazey and Ryan Olson was engaged in a spirited four-car battle for third. A number of cautions didn’t dampen Oestreich’s effort, as he endured multiple restarts to claim his fourth Valley Victory of the summer over Schill, Olson, John Remington and Bazey.

Traditional Sprint action at SCVR



Vince Peterson photo

REYNOLDS WRAPS UP SECOND STRAIGHT VICTORY

By Russell Wheeler

For the second consecutive week, the drivers in the Stanley Steemer NASCAR Late Model division at Rockford Speedway had a terrific view of Jon Reynolds Jr's back bumper.

'Driver X' marched to the front of the 13 car field on Windsor Auto Sales Night, taking the lead from Dave Edwards at the halfway point of the 30 lap main event en route his fourth victory of the year and his second consecutive win. Reynolds also garnered Fast Time honors during qualifications and won the evenings Fast Dash.

During the Late Model feature, Reynolds' biggest threat was in the form of seven-time Track Champion Ricky Bilderback. Bilderback, who elected to start the race from the tail of the field, made his way into second by lap 20. Eyeing the \$1800 Gerber Ultimate Challenge Bonus, Bilderback aggressively raced through the field before dueling with Reynolds. Despite his best efforts, Bilderback's try for big money fell short. Reynolds sprinted away from the field for the win, with point leader Alex Papini getting by Bilderback late for second. Bilderback held onto third while being pressured by Jerry Gille, who settled for fourth.

Beloits Johnny Robinson II got to the right place at the right time and eventually found the right spot on the way to his second feature win of the year in the Bargain Hunter Sportsman division. Robinson moved into the top five early in the 25 lap feature race, watching a major incident behind him wipe out over a quarter of the field then making the winning pass for the lead shortly after.

Multi-time track champion Darrell Garman assumed the race lead early, with Robinson moving from sixth to third in the first few laps. On lap three, John Dietrichs machine would lose oil on the track causing his car to stop, and causing four other machines to pile into the wall, including point leader Doug Bennett and third place point man Daryl Gerke. All cars would roll away, but only Bennett was able to continue. When racing resumed, Robinson began to work on Garman, snagging the lead on lap seven and never



Ricky Bilderback #02 Rockton, Illinois came from the back of the pack to battle for the lead with Driver 'X' Jon Reynolds, Jr. At stake for Ricky Bilderback was the Gerber Challenge Fund of \$1,800 if he could win from the back of the pack. Bilderback finished third.
(Jimmy Ambruoso photo)

looking back. Bennett raced back through the field, making it to second spot, trailing only Robinson to the checkers. Pat Featherston finished the 25 laps in third, with Brett McCoy in fourth.

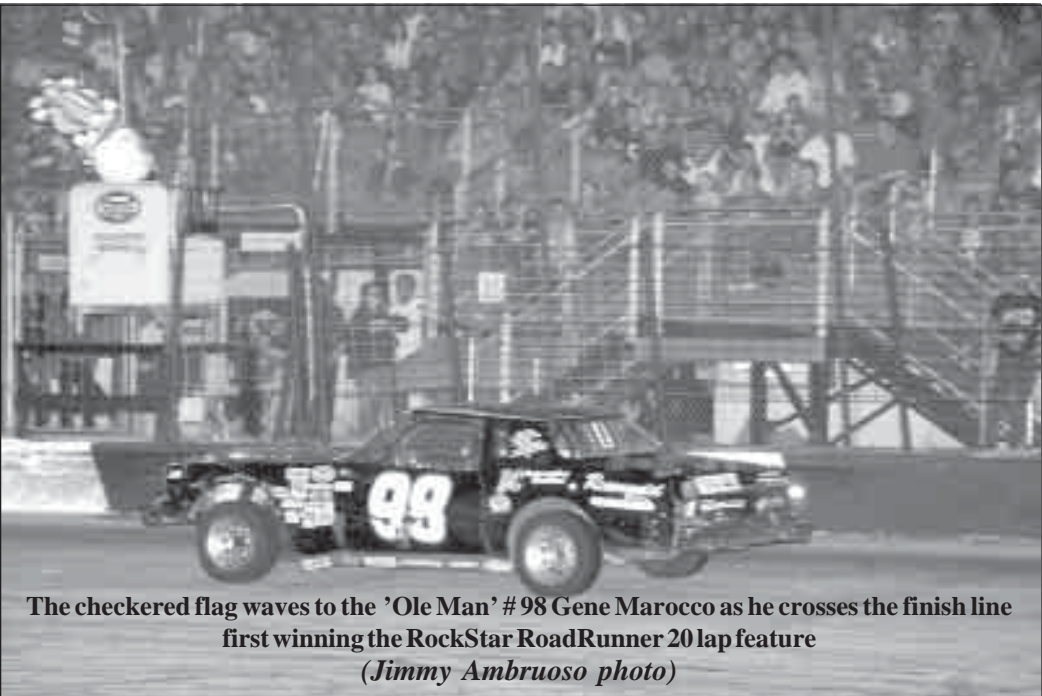
Kyle Lapier continued his winning ways in the Miller Lite American Short Tracker division, collecting his third straight feature win and sixth overall. Lapier overtook Nick Letsinger for the third straight week for the lead on the way

to the victory. Once again, Lapier would have to hold off a strong challenge from point leader Nick Cina Jr on his way to victory lane. Behind Lapier and Cina, Zach Rodriguez finished third, with Rodney Gilley taking the fourth spot.

73 year old Gene Marocco thrilled the crowd during the 20 lap Rockstar Energy Drink Roadrunner feature, advancing from his 14th starting spot to take the lead from Jeff Allendorf with two laps to go

on the way to his third win of the season. Allendorf would settle for second after leading most of the races second half. Point leader Arlyn Roush advanced from 18th starting spot to finish third.

Jeff Fandrich outlasted 22 other competitors on his way to the win in the evenings final event, 'Nicks Beatin N Bangin Boat Race.' The win came just three weeks after Fandrich claimed victory in the World Famous Figure 8 Trailer Race.



The checkered flag waves to the 'Ole Man' #98 Gene Marocco as he crosses the finish line first winning the RockStar RoadRunner 20 lap feature
(Jimmy Ambruoso photo)



Jimmy Ambruoso photo

Royle and Reuvers Double Up at Elko



**Adam Royle (left) and Ted Reuvers (right) captured both of their main events on double feature night at Elko Speedway
(Martin DeFries photos)**

By Jason Searcy

Adam Royle from Lonsdale (MN) swept both NASCAR Whelen All American series Super Late Model features on Noble RV Eve of Destruction RAW night at Elko Speedway.

“We found some stuff on the car this week and now we are back to what we were at the beginning of the year,” said Royle. Adam won the first feature by 1.499 seconds over Matt Goede and the cautionless second feature by 1.027 seconds over Joey Garofalo.

Royle extended his lead to 22 points over Donny Reuvers in the standings, “I don’t look at points until the end of the year,” said Royle “if we keep winning and doing well, the points will come.”

Ted Reuvers from Dundas (MN) won both the Thunder Car main events. He held off Conrad Jorgenson by .295 seconds on a green, white, checkered finish in feature one and he edged Brent Kane by just .233 seconds in the second feature.

Reuvers has now won three straight features and has moved up to second in the Thunder Car point standings, 46 points behind leader Brent Kane.

Nick Beaver from Rosemount (MN) won the first feature in the Big 8 division, the caution free event had an average speed of 86.148 mph. Nick had not won at Elko Speedway since opening night, eight different drivers have won Big 8 features this year.

Chris Marek from Lakeville (MN) won the second feature event after a battle with veteran racer Darren Wolke, “when I pulled out of victory lane, Darren was the first one to congratulate me,” said Marek “that was cool, getting respect and everyone is having fun racing here.” Marek extended his lead to 22 points over Dylan Moore in the Big 8 standings.

Michael Ostdiek from Lakeville (MN) won his 7th straight

feature event at Elko Speedway but it was his closest finish of the year. Ostdiek beat Derek Lemke by just .018 seconds at the finish line and extended his lead to 61 points over Ted Hough in the standings. Paul Hamilton from Hastings (MN) won the Power Stock main event finishing just ahead of Tom Doten and Todd Tacheny. John Lebens still leads a very tight point battle, Taylor Goldman is 5 points back and Tom Doten is just 8 points behind in the standings.

Aaron Hopkins from Burnsville (MN) won the Mini Stock main event besting Jack Purcell by .496 seconds at the finish line of the 15 lap feature. Purcell still leads in points by 4 over John Vandenneuvel.

Purcell and Todd Tacheny from Mankato (MN) won their divisions in the highly entertaining flag pole race.

The spectator drags were won by Cody Detlie from Lonsdale (MN) in a 2002 Subaru WRX and Joe Culver from Elko (MN) in a 1979 Pontiac Trans-am.

The Monster truck competition prize was awarded to Jim Bendzick in Rolling Thunder over Devon Jones in Barbarian by fan applause. Both trucks put on a great show.

Brent Kane won the wild and crazy figure 8 school bus race.



**Nick Beaver (top) and Chris Marek (bottom) captured the Big 8 Late Model main events on double feature night at Elko Speedway
(Martin DeFries photos)**

Bronstad and Martin Top RWP Figure 8's

Jorgenson, Purcell, Reed and Kotchevar also main event winners at Raceway Park

Full race report unavailable at time of publication

Martin DeFries photos



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Publishers Note from page 4

walk through pits beforehand and take care of our Sunday night “education sessions.” Heck, I hardly knew Denny Barta and his young friend Greg Larson until I ran into them at Speedweeks this year.

With all of this in mind, there is some hope that Sunday night racing can continue somewhere in the Twin Cities area in the future. Not much has been released publicly regarding future opportunities, but that’s just how business works. All we can do is hope for the best. If nothing comes up to replace Raceway Park, thanks for the memories.



Martin DeFries photo

Miscellaneous news and notes:

The photo collage you see on the front cover of this issue was designed by long-time Raceway Park photographer Martin DeFries. Full-size poster versions of this collage are available from Martin, with your own custom photo in the center. To purchase your copy, feel free to contact Martin at 651-346-1199 or pixrman@comcast.net.

The USMTS drivers made a return visit to Cedar Lake Speedway to make up the rained out portion of their Saturday night show of The Masters. Las

Cruces, NM driver, Johnny Scott, picked up the \$3,000.00 payday on this night. One of the more interesting parts of the show was watching local driver, Trent Folmer, lead the first part of the race, and actually pull away from the USMTS travelers. Folmer would hold on for a strong 3rd place finish. Local division winners for the night were Jason VandeKamp and Cory Davis.

The annual Dwain Behrens memorial race was recently held at Elko Speedway. Given the retro look the spectators and fans have taken on in recent years, I set out to do my part. I had no idea how hard it was to find white pants these days. Unfortunately, I think there were only two other people that had on white pants this year. I felt like a bigger dork than normal, but still had a good time. Matt Goede made a last lap pass of Derek Lemke to pick up the win in the Super Late main event. Ryan Kamish won the Big 8 main event, Conrad Jorgenson dominated Thunder Car action and the Lebens – Doten show was uneventful, with no contact and Doten taking the win. The Great North Legends saw the



Martin DeFries photo

nephew of the late, great Dwain Behrens, Michael Ostdiek, pick up his sixth straight Legends main event of the year.

And finally, this issue is our final print issue of the 2013 racing season. Make sure to check out our website (www.theracingconnection.com) for our monthly on-line issues. Also, check us out on Facebook at www.facebook.com/themidwestracingconnection or on YouTube at www.youtube.com/theracingconnection for some of our updates from the special events that take place during the closing months of the racing season here in the upper Midwest.

The USMTS with their 4-wide salute at Cedar Lake Speedway
(Bruce Nuttleman photo)



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